



# AMERICAN OBSERVER

News and Issues—With Pros and Cons

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## Here and Abroad

People—Places—Events

### BORDER ROW

Nicaragua and Honduras have decided to turn their long-standing border dispute over to the World Court. The Court will be asked to determine whether the boundary line laid down in 1906 by Spain's King Alfonso XIII is valid. Nicaragua refused to accept the King's decision at that time.

### LONG WAIT

Shoppers in Red China usually end up with headaches and sore feet. Chinese newsmen report that customers must line up for food, photo supplies, haircuts, and almost anything else they want to buy. The reporters say the Chinese people blame the trouble on poor distribution of goods rather than on shortages.

### RADIO-TV SWAP

The Department of State has proposed that the United States and Russia agree to permit Soviet and American leaders to speak to each other's people. The radio-TV swap would consist of a series of uncensored programs over the air waves. How many programs would be given, and how long each would last, along with other details, would have to be decided later.

### MORE TRADE

Australia is looking for new markets for her manufactured goods and raw materials. The land "down under" hopes to sell seafoods, fashionable clothing, and valuable minerals such as uranium and titanium abroad. Australia already sells large quantities of wool and meat abroad. The Australians are out looking for new customers in Asia, Africa, and the United States.

### TOURISTS IN HUNGARY

Hungary would like to have American tourists this summer. The nation needs money—especially dollars. There is one catch, though. American passports are marked "Not Valid for Travel in Hungary." The State Department feels it would be difficult to protect Americans traveling in Hungary. About 8,000 people from western Europe may tour Hungary during the summer. Most of them will travel on guided tours lasting between 3 and 10 days.

### CHANNEL TUNNEL

People have talked about a tunnel under the English Channel for many years. Recently, the project has won new backing from British, French, and American investors. An intensive survey is now under way to determine whether the project is practical. British transportation men say the underground passageway would consist of twin railway tunnels 17 feet in diameter and about 30 miles long. The tunnels would stretch from Dover, England, to a point near Calais, in France.



NATIONS OF WESTERN EUROPE are making notable progress these days. One example of this is Great Britain's major program to make peaceful use of atomic energy. Here is the control room in one of Britain's nuclear installations.

## Western Europe Now

Free Lands, in General, Are Getting Back to Normal Life After Hardships of Repairing Damages from War

NEW British-made cars are crowding the streets of London this summer. Finding parking space is a problem in Paris, France's lovely capital. Big and small cars in Frankfurt, Munich, and other West German cities are causing traffic tie-ups during morning and evening rush hours.

The automobiles in Britain, France, West Germany, and elsewhere in free Europe are the first signs of a new prosperity that visitors are likely to notice. Additional signs are stores stocked with foods of all kinds, excellent clothing, television sets, refrigerators, washing machines, and other goods that people want for their homes.

Many of the above items are available in quantity in several of the European lands—in Britain, to name one—for the first time since World War II ended in 1945.

Most European factories have been turning out products for export to foreign lands in the postwar years. They had to do so to earn money to pay for raw materials needed to keep industry going. Now that merchandise is on sale for the people of Britain, France, Italy, and other lands, western Europe seems about ready to

stand on its own feet, without help.

**Problems do exist.** France is fighting a costly war in Algeria against Arab and Berber rebels who want to end French rule of the African territory. The war expenditures are straining French resources. As a result, France is cutting down on purchases of goods from other lands. Both France and Italy are having a hard time maintaining stable governments.

Britain faces severe competition from West Germany in the race for trade throughout the world. As do Americans, most of western Europe's people complain about the rising cost of living.

In general, though, the countries of western Europe are prospering. The scars of war are vanishing. Millions of British, Frenchmen, West Germans, and other Europeans are enjoying the highest standard of living they've ever known.

Western Europe's recovery is important news for us. Since July 1, 1945, the United States has given and lent around 37 billion dollars to some 17 lands of western Europe. U. S. aid did much to make possible the

(Continued on page 6)

## Men at Work on Superhighways

U. S. to Spend More Than 50 Billion on New Roads In Next 12 Years

THE biggest road-building job in history is shifting into high gear. In dozens of states, bulldozers and power shovels are clearing ground for new highways. There are "Men at Work" signs everywhere.

The United States has begun a gigantic highway project which will take another dozen years to complete.

The go-ahead signal for the project came last summer when Congress passed a new highway law. This launched the biggest peacetime construction job in U. S. history. Now, a year later, highway officials say the new project is well under way. Over 2 billion dollars has been committed for 2,800 miles of roads. More than 1,000 miles of new highways are already under construction.

The main feature of the program is a 41,000-mile network of superhighways which will link nine-tenths of all U. S. cities with populations of 50,000 or more. When the roads are completed, a motorist will be able to travel the length and breadth of our country without a hitch. Crossroads will go over or under the superhighways. Motorists will run into few—if any—stop lights to slow down travel.

The new roads will go around big cities instead of through them. There will be no more tiresome rides through heavy city traffic for people on long trips.

The highways will look much like the fine turnpikes we already have in many parts of the country. For 28,000 miles of the way, the superhighways will be 4 lanes wide. About 6,000 miles will be even wider—6 or 8 lanes. Only 7,000 miles of the total network will be 2-lane roads.

The dividing strips between the lanes of traffic will be narrow in some spots and wide in others—to break the monotony. There will be no steep grades—only gentle slopes and slight curves to keep drivers alert. Carefully planned side entrances will permit motorists to enter or leave the highways safely and easily.

When the work is done, we will be able to travel from New York to Los Angeles on 4-lane highways most of the way. Travelers will also speed from Maine to Florida on a wide highway which dodges all big cities.

Uncle Sam will pay nine-tenths of the cost of the new 41,000-mile network—or about 24.8 billion dollars. The states will pay 2.48 billion—or one-tenth of the cost. Higher taxes on gas, oil, inner tubes, tires, and trucks will bring in the money.

**Other new roads.** In addition to the 41,000-mile network, the United

(Concluded on page 2)





ROAD-BUILDING EQUIPMENT at work on one stretch of the new superhighways which are under construction

## Highway Program

(Concluded from page 1)

States will also build 700,000 miles of new roads in other parts of the country during the next 12 years. About 200,000 miles of state highways will be rebuilt or improved. Over 500,000 miles of roads will be constructed in rural areas. Uncle Sam will share the cost of these roads with the states—on a 50-50 basis.

Altogether, we will spend more than 50 billion dollars on new roads and highways by 1969. We could build 29 Panama Canals, 29 St. Lawrence Seaways, and 29 Grand Coulee Dams with this money!

**Lots of materials.** The new roads will call for a tremendous amount of materials. For example, the crushed stone which will go into road foundations would build 500 pyramids—each 4 city blocks square and 40 stories high. The new roads will take 11 billion tons of crushed stone.

The road building will require 50,000,000 tons of steel, and well over 1 billion barrels of cement. We'll need 3,000,000 tons of metal pipe and more than 130,000,000 tons of asphalt and other bituminous materials.

It will take 1½ billion pounds of explosives to blast away rocks and hillsides which lie in the path of the roads. Thirteen billion gallons of gas and oil will be needed to keep machinery and trucks going. It will take 26 gallons of paint for each mile of new roads—to put the white dividing line between lanes.

The highway program will also require large amounts of lumber, wire, tile, nails, and fences. Tons of fertilizer will be needed for grass plots along the highways.

At the peak of the program, nearly half a million men will be on the job. They will include engineers, surveyors, draftsmen, machine operators, truck drivers, and laborers.

**Many changes.** The new highways will bring many changes to our nation. For one thing, they will help do away with traffic jams around big cities.

The new roads will give the tourist business a boost. People will take

longer trips than before—and probably take them more often—as travel becomes easier and safer. Experts think the new, wide roads will cut down highway accidents and give travelers a better chance of getting home alive. The roads may save 3,500 lives yearly, they estimate.

The highways will undoubtedly encourage industries to move farther out into the country where there is room for parking and space to grow. Workers will reach the factories easily over the new roads, and there will be plenty of space to park when they get there.

City people will move farther out into the country. They'll drive to and from work in less time—thanks to the new highways which speed travel.

New roads in country areas will give farmers a better, faster way of getting products to market.

On the other hand, the new highways will create some problems. For one thing, many people wonder where we will get all the steel, cement, and other materials we need. They wonder, too, if our country has enough trained engineers to handle the project.

Some people who own motels and restaurants are afraid the new roads may cut them off from the tourist trade. They wonder if motorists will go speeding by—instead of stopping. The highways may also cut many small towns off the main routes of traffic.

The new roads will bring a giant moving day. In cities and towns all over the country, houses and factories will have to move out of the way to make room for the highways. A new, 8-mile stretch of road in one big city called for moving 13,000 people and 450 businesses.

Experts are optimistic about solving all these problems. They say that new highways always bring a boost in business—even if they seem to slow it down at first. They feel confident that we have the materials and workers to do the job. Many industries are already enlarging to take care of the big orders they expect to get in the future.

Highway builders say that giant computing machines and other electronic brains will help solve the shortage of engineers. The machines can do complex problems which used to

take months to work out. They will free engineers for more creative tasks.

**Billboards?** The highway program has raised an important question: *Should we allow billboards to be put up along the new roads?*

People who oppose the signs point out that since American taxpayers pay for new roads, they should have the right to decide whether or not billboards will be allowed. Opinion polls show, these people maintain, that the U. S. public is *opposed* to billboards along the superhighways.

Billboard opponents say the signs hide beautiful scenery and give roads a cluttered appearance. They argue that billboards can cause highway accidents because they distract drivers.

On the other side of the fence are business and advertising men who say that a ban on billboards would hit the advertising business a hard blow. They point out that in 1956 businessmen spent \$200,000,000 on outdoor advertising. Hotels, motels, and restaurants get their trade from the traveling public. Unless they can advertise, the argument goes, their business will drop.

People who favor billboards also point out that the signs help break the monotony of long trips and keep drivers alert and awake. As for hiding scenery, the boards also hide *ugly*

sights such as factories and dumps, these people argue.

Two proposals for banning billboards have been presented to Congress. One was sponsored by Senator Richard Neuberger of Oregon, the other by Commerce Secretary Sinclair Weeks. Under each proposal, all but essential billboards would be kept 500 feet away from the new highways.

It is now up to Congress to decide what should be done.

**Roads around the world.** The United States is not the only country which is building new roads—although our project is by far the biggest. Last year, other nations spent more than 4 billion dollars on new roads and highways.

Many new roads are under way in South America. The Belgian Congo, in Africa, has 2 major highways under construction. West Germany plans to spend more than 1 billion dollars on highways in the next few years. Nepal has finished its first highway to the outside world.

Turkey is now one of the world's biggest road-builders. New roads have cut travel time between Turkish cities in half. France has new expressways under construction which may cost 1 billion dollars. A 400-mile road is being built between Naples and Milan, Italy, at a cost of \$300,000,000.

Canada's excellent cross-country highway will be finished by 1960. It will be one of the greatest roads in the world—stretching for more than 5,000 miles across North America.

**We lead.** The United States has far more highways than any other country—and our new roads will put us even farther ahead. We have 3,300,000 miles of roads. Three-fifths of these are surfaced for all-weather travel.

Brazil, bigger than the United States, has 218,000 miles of roads, but only one-fifth are surfaced. Canada, as big as the United States and Alaska combined, has 524,000 miles of roads. About one-third are surfaced.

Russia, the world's biggest country, has 831,000 miles of roads. Less than one-fifth have been improved in any way.

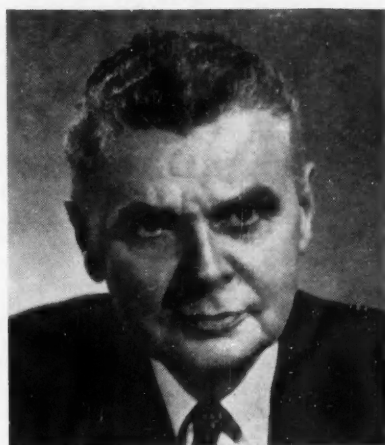
The United States not only has the most miles of highways, but we also have the largest number of cars, trucks, and buses. There are more than 65,000,000 motor vehicles on the road today. By 1975, we will have 100,000,000 cars on the road. If all goes well, we will have many new highways to carry the traffic.

—By HAZEL L. ELDRIDGE



NEW HIGHWAYS will help to relieve traffic jams near our large cities





JOHN DIEFENBAKER

## NEWSMAKER

THERE was a new face among the men who gathered in London last week for the meeting of British Commonwealth Prime Ministers. John Diefenbaker, recently chosen head of the Canadian government, was the newcomer.

Diefenbaker not only is new as a Canadian leader, but different as well. He is a member of the Progressive Conservative (Tory) Party, whereas his predecessors for the past 22 years have been Liberal Party Prime Ministers. Even in his own party he is distinct, because he had been its chief for only 6 months before his popularity was established in the upset victory in June.

The little-known Prime Minister was born 61 years ago in Ontario, of Dutch descent. After his parents moved westward to help settle Canada's undeveloped areas, Diefenbaker studied political science and law at the University of Saskatchewan.

During World War I he served as a soldier. Later, as a politically minded lawyer, he began building a reputation as a defender of the underdog. His first of 4 unsuccessful attempts to win an office as a Conservative was in 1925. In 1940 he was elected to Parliament and for the past 12 years has been the only Conservative representative in that house from predominantly Liberal and socialist Saskatchewan.

Always a determined, vigorous man of simple tastes, Diefenbaker won acclaim as a thunderous orator during his recent election campaign. Day after day for 6 weeks he hammered away at the government for having become too dictatorial. Fervently he outlined his own platform of progressive conservatism. Playing on national discontents, Diefenbaker criticized the growth of U. S. investment in Canada and the threat of American dominance over Canadian economy.

During his strenuous 20,000-mile campaign swing, the handsome Conservative called for flexible farm supports, social security, federal aid to poor Atlantic provinces and other "Canada first" programs. He averaged 2 speeches a day.

Although they won the election, the Conservatives have a minority in the House of Commons. Diefenbaker, however, has undertaken to form a government and will complete his Cabinet when he returns from the London conference. Another national election will be scheduled, probably for next spring or summer, with the hope of getting a majority for the Conservatives.—By ANITA DASBACH

# Reds to Withdraw from Tibet

## Communist Programs Fail in Isolated Asian Land

THE Red Chinese recently announced that they are going to withdraw most of their forces from Tibet. Rumors from this remote Asian land say that the Chinese government was having considerable difficulty putting its programs into effect.

There have been reports of a severe food shortage in Tibet, too. Many people are starving. Neighboring India was reported to be fearful that Chinese troops stationed in Tibet might cause trouble along their common border. These problems have undoubtedly contributed to the recent communist move.

Tibet is an isolated, barren land in the middle of Asia, cut off from its neighbors by high mountains. There are about 464,000 square miles within its borders—larger than Texas and California combined. It has been estimated that 1,000,000 to 3,000,000 people live in Tibet.

The north is, for the most part, a dreary, wind-swept desert of sand and rocks. Sturdy peasants, who are Mongolians, live as nomads in the southern part of the country. There they raise yaks, a long-haired type of cattle, to supply most of their food. Since their religion forbids them to kill animals, the people exist mainly on milk, cheese, and butter from the yaks. Sheep are raised for wool, which is woven into cloth.

The weather in the southern part of the country becomes warm enough in summer to raise barley and peas. The annual rainfall of 10 to 20 inches provides water for the crops.

No manufacturing is carried on,

although the country is reported to be rich in minerals. These, however, have never been widely developed. Gold has been discovered and is panned along the edges of streams. Borax and salt are also mined.

The tallest mountain in the world, Mt. Everest, rises in the Himalayan



RED CHINA may withdraw some of its soldiers from Tibet (see story)

Mountains on the border between Tibet and Nepal. Practically every major river in Southeast Asia originates in this country. Melted snow from the mountain peaks feeds the Hwang, Yangtze, Mekong, Salween, Brahmaputra, and Indus rivers.

Religion plays an important part in the lives of the Tibetan people. About a third of the men are monks. Buddhism was introduced from India in the 7th century and was combined with native magic rites into Lamaism.

One of the foundations of the religion is reincarnation. This is the belief that humans return to earth after death in the form of animals, insects, or people. The Dalai Lama, the ruler of the country, is supposed to be a reincarnation of the living Buddha.

After the 13th Dalai Lama died in 1933, an intense search was begun to find the boy in whom the spirit of the original Buddha had been reborn. Finally, a group of priests came across a 4-year-old peasant boy who fit the proper description. When he chose several valuable trinkets from the middle of some imitations, he was recognized and taken to the palace.

The present ruler has had an unusual education. During World War II, an Austrian escaped from prison camp in India and made his way across the treacherous desert to the capital, Lhasa. While he was there, he tutored the boy. An interesting book about his experiences has been written by the Austrian, Heinrich Harrer. It is called, "Seven Years in Tibet."

Tibet was under the rule of China from the 1600's until 1911, when the land became independent. In November 1950, Red Chinese forces invaded from the east and have been there ever since. The current plan to withdraw undoubtedly springs from many practical reasons. It would be difficult for any power to bring such a vast, sparsely populated region under control. With rewards so few, the Red Chinese probably feel that the country is not worth socializing.

—By NANCY BLACKWOOD

## Historical Background - - Building Roads

WHEN the first explorers came to the New World, the only roads they found were animal trails and paths beaten by the feet of Indians as they went from one hunting ground to another. Since most of these paths were too narrow for wagons, our forefathers depended largely on waterways for travel.

But the colonists gradually pushed inland. As they did so, they cut roads through the wilderness, usually following ancient Indian or animal trails. By the time of the American Revolution, the strip of land between the Atlantic Ocean and the Appalachian Mountains had been settled. Narrow dirt roads or trails connected most towns and villages in this region.

After the American Revolution, an era of road building began. Many private companies built or improved roads and charged a fee, or toll, for their use. A gate, in the form of a long pole studded with pikes, blocked the entrance to these roads. When the traveler paid the toll, which usually ranged from 1 to 14 cents a mile, the pole was swung out of the way to let him pass. Because of the type of gate used on these roads, they were called turnpikes.

By 1802 it was possible to go by stagecoach from Boston to Savannah, Georgia. The stage averaged 53 miles a day, and the entire trip took 22½ days if the vehicle didn't get bogged down in the mud. Today a traveler

can make the same trip by bus in about 30 hours.

With the opening of the West for settlement, Congress in 1806 appropriated for the first time funds from the federal treasury to help improve the main route into that section of the country. This highway was eventually extended to St. Louis, Missouri. The engineers selected their roadway well, for today the old National Road is part of U. S. 40—one of our main transcontinental highways.

Despite the road construction of the



SURVEYING for an early road

early 1800's, our highways remained little more than muddy trails for some time. A Swedish visitor who traveled overland from Boston to Alabama in the 1830's had this to say about his trip:

"On one of the roads, our coach stuck fast in a mud-hole. The passengers, soaking wet and covered with

mud, vainly tried to dig it out. . . . Having at length obtained assistance from some waggoners who happened by, the stage was freed from the mud and we continued on our journey.

"Along about midnight, the coach wheels were shattered to pieces by stumps and logs in the road. The party of 8 passengers abandoned both coach and driver, and struck out on foot through the wild forest. . . ."

While Andrew Jackson was President in the 1830's, the first steam railroad went into operation. For the next 50 or 60 years, railroad building went on at a fast clip. Roads and highways were neglected during this period.

It was the invention of the bicycle and its rapid rise to popularity that helped rescue the nation's roads from neglect. At about the same time, farmers began to demand good roads to reach markets, and in 1890 a new period of construction and improvement began. The invention of the automobile a few years later gave a tremendous push to highway building.

Now we have over 3,300,000 miles of roads, about a third of the world's total. Nevertheless, there are not nearly enough modern highways to meet present traffic needs. Because of the rapid increase in the number of vehicles—cars, buses, and trucks—many of our thoroughfares are unsafe and time-consuming for motorists.

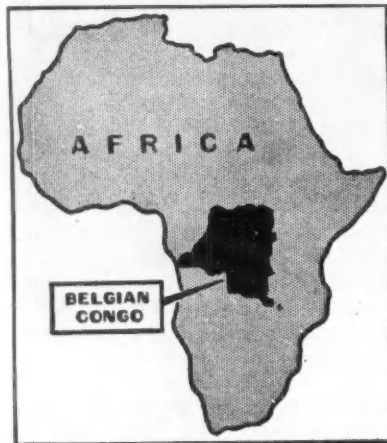
—By ANTON BERLE

# The Story of the Week

## Election in the Congo

The people of the Belgian Congo will soon take their first step toward self-government. Early next year, or perhaps sooner, city and county governments will be set up in the African territory. Some officials in these governments will be elected by the people of the Congo.

The officials will have only limited powers. Appointed officers will still



MAP FOR AMERICAN OBSERVER BY JOHNSON  
THE BELGIAN CONGO is preparing for its first elections (see story)

hold the power in police matters, for example. But elected officials will be able to levy certain taxes and they will have a say when budgets are prepared.

The step toward self-government is a small one, but it is significant. Belgium has controlled the mineral-rich Congo since 1908. At present, the colony has no representative government. It is, therefore, big news for a land which has been governed almost entirely by decree.

The Congo is about the size of the United States east of the Mississippi River. It lies across the Equator in south central Africa. The great Congo River and its tributaries flow through the country. The people depend on the streams for transportation.

Farming and mining are the chief occupations of the Belgian Congo's 12,000,000 people. Oil from palm trees is an important product. Cotton, rubber, and coffee are grown.

Many minerals are found in the Congo. The African land is one of the world's chief producers of uranium. Diamonds for use in industry are mined in great quantities. Copper, tin, and gold are sold to other nations.

Recently, the Congo has made big advances toward becoming an up-to-date land. A 10-year improvement plan, now about half completed, is bringing new schools, electric power plants, medical centers, roads, and railways. The government is also helping farmers to learn more modern methods of growing food.

## Money-Earner

Last year, India earned around 135,000,000 rupees (\$27,000,000) from cashew nuts. The Indians have what amounts to a world monopoly on this crop. The nuts rank next to tea and pepper as a money-earner.

The cashew groves are found along the southwestern coast of India. Large factories prepare the nuts for sale to other nations. An oil from the shells is used in making paints and

varnishes. Fruit from the trees is good for syrups and preserves. The wood itself is used for making boats, furniture, and boxes.

Cashew trees were brought to India about 400 years ago by Portuguese missionaries who discovered the trees in South America and took them to Africa, Indochina, the Philippines, and India. Although India now grows a large crop, she still must buy more from other places—particularly from east Africa. Her own supply is not large enough to keep her factories going the year around.

India has plans to enlarge her cashew groves. She will plant nearly 75,000 acres with cashew nuts in the next few years. This may make it possible for the Indians to boost their yearly crop from 60,000 tons to 106,000 tons.

## Atomic News

Three of our leading atomic scientists have told President Eisenhower that the United States can produce hydrogen bombs which have almost no radioactive fallout. They say they have already discovered how to reduce the dangerous fallout from a hydrogen bomb explosion by 95 per cent.

The atomic experts have other news, too. They report that it is possible to make H-bombs the size of atomic bombs. In other words, scientists know how to make smaller hydrogen bombs than have ever been made before.

Some people feel these announcements may have wide implications. The news that we can produce "clean" bombs with little or no dangerous fallout might mean that atomic tests can continue without hurting anyone. "What effect will this have on current disarmament talks which call for suspending nuclear tests?" many people wonder.

Some experts point out that miniature H-bombs might prove to be useful battlefield weapons. The bombs could be dropped on military targets without destroying innocent people either through the blast itself or by fallout. It would mean, too, that ground troops could move in after the explosion without being injured by fallout, some people believe.



DEPARTMENT OF DEFENSE  
BECAUSE THE COMMUNISTS have broken the Korean truce by building up their forces in the north, the UN is ordering modern weapons for South Korea

Everyone agrees, of course, that the only safe course is to continue working for peace. While one bomb may be slightly "safer" than another, all of these weapons would add to the destructiveness of warfare.

## U. S. and Japan

This month, the first of 30,000 American soldiers in Japan will head for home. The United States has agreed to withdraw all of its ground combat forces from the Japanese islands during the next year.

This announcement has been in the offing for some time. The United States agreed as far back as the fall of 1955 to take its troops out of Japan as soon as the Asian country had adequate defenses of its own.

Today Japan has a defense force of around 200,000 men, an air force of 600 planes, and a navy of some 400 ships. Although U. S. Air Force and Navy units will remain in Japan for some time, these forces will also be reduced as soon as it seems wise.

There is no doubt but what this is good news to the people of Japan. Our servicemen have spent millions of dollars in Japan, and that land has received large sums of American aid. However, the Japanese have long been anxious to get foreign troops off their soil. There have been demands for reduction of American forces for a long time.

Although we will have fewer troops in Japan from now on, we will continue to work closely with the island nation. Japan may soon receive a loan of \$500,000,000 from Uncle Sam. The money will help the Japanese build up their trade with lands in Southeast Asia.

## Girard Case

Today (July 8) the Supreme Court of the United States will review the case of Corporal William Girard. The Court will decide whether the soldier will be turned over to a Japanese court or tried by American military authorities.

The 21-year-old GI is charged with shooting a Japanese woman on a U. S.-Japanese firing range last January. Girard, it is charged, fired an empty



UNITED PRESS  
NOBUKAZU KISHI, the son of Japan's Premier, visits a polio hospital in New York City. Nobukazu himself was stricken with polio when he was 3.

shell which hit the woman in the back and caused her death.

The incident caused an uproar in Japan. The Japanese say Girard fired the shell during a rest break. Since he was not actually on duty at the time, the Japanese say, he should be tried by a Japanese court. The United States, on the other hand, says that Girard was on duty, but that his act was unauthorized.

A few weeks ago, the United States agreed to turn Girard over to a Japanese court. This decision raised a storm of protest from many quarters in the United States.

The soldier's family took the case to a high court which ruled that the serviceman was on duty and should therefore be tried by American authorities. The U. S. government then appealed to the Supreme Court for a final decision in the matter.

Meanwhile, Japan is making plans to try the American soldier later this summer. Some people think Girard might actually receive a lighter sentence from the Japanese court than from American authorities. But so far the Japanese do not have custody of Corporal Girard.

## Security Report

In 1955, a 12-member commission was set up to study our government's security problems. About 2 weeks ago, the Commission on Government Security released a report covering 807 pages. It recommended widespread changes in the federal government's fight against subversion.

Among its recommendations were the following:

(1) The President and Congress should set up a Central Security Office. This would be a permanent group to study security in and out of government.

(2) Anyone—in government or out—who discloses the contents of secret papers should be severely punished.

(3) There ought to be a law permitting wiretapping evidence to be used in trying subversion cases.

(4) People facing loyalty examinations should be permitted to cross-examine their accusers—if it can be done without endangering national security.

(5) A distinction must be made between loyalty and security. There is a difference between the person who



talks too much and the one who is outright disloyal to our government.

(6) Hearings should be granted people who apply for jobs in the government and are turned down for security reasons.

The report has received both praise and criticism. Some people call it the best security study we have ever had. They say there isn't a single proposal within the report that would give comfort to a person who is disloyal to the government. On the other hand, supporters say, many of the recommendations protect the rights of the individual.

Other people feel that while there are many worthwhile suggestions in the report, there is also a dangerous one. They refer to the recommendation that a person who releases secret information would be subject to a prison sentence or heavy fine. They feel this recommendation is aimed at newspaper men.

These people point out that while a newspaper should not publish information which is *really* secret, the recommendation would give officials too much power in deciding what should be classified. They feel that in effect this proposal would bury—under the name of secret—a lot of information which the public should have.

## Report on Hungary

When the United Nations General Assembly meets this fall—or perhaps at a special session this summer—it will tackle an important question: What can the UN do about Russia's brutal attack on Hungary?

Last month, the special UN committee appointed to investigate the Hungarian revolt released its findings. The report, which was prepared by representatives from Australia, Tunisia, Denmark, Uruguay, and Ceylon, covered 391 pages.

In preparing the document, the UN committee worked in Geneva, Rome, London, New York, and Vienna. The committee interviewed hundreds of Hungarian refugees and collected and checked all kinds of reports. Here are some of the conclusions the UN committee reached:

(1) The uprising in Hungary was



WHEN THIS NEW passenger terminal is completed, New York's LaGuardia Airport will look as modern as the planes which land there. The 2-story structure, which will cost \$15,300,000 to build, will be 1,100 feet long.

not sponsored by anyone from the outside, nor was it planned in advance. It was a spontaneous revolt by the people of Hungary against their Soviet oppressors.

(2) The revolt started out as a peaceful demonstration. Only when Soviet troops opened fire did the people of Hungary unite in open defiance. The committee estimates that Russia sent between 75,000 and 200,000 troops with thousands of tanks into Hungary.

(3) The uprising had the backing of the Hungarian people. During the 5 days of freedom which the nation enjoyed, there were signs of rejoicing among the people. A free radio and free press came to life.

(4) The present government of Hungary does *not* have the backing of the people.

(5) The armed intervention of one power on the territory of another with intention of interfering in its internal affairs is a matter of *international concern*.

Russia has branded the report as propaganda, but the Soviets will have a hard time brushing it aside. Most

people agree that the report is the most bitter denunciation of a UN member by other UN members ever published. Although it is obvious that the committee leaned over backward in an effort to be fair to all, the report leaves little doubt about the terrible brutality of the attack on the people of Hungary.

## Korean Build-up

It is no secret to anyone that the North Koreans have been building up their forces ever since the cease-fire truce was signed in 1953. According to the armistice, each side was supposed to bring in new equipment only when weapons wore out. An inspection team was named to see that the agreement was carried out.

The inspection went all right in South Korea. But the North Koreans refused to let the team do its work. The Reds went on building up their forces—in direct violation of the armistice.

Today North Korea has a strong military machine. The communists have 800 new planes—most of them jets. They have new airfields to handle the jet craft. The North Koreans have received big shipments of weapons from Russia to supply their armies. They have increased the number of men in uniform with 350,000 "volunteers" from Red China.

South Korea, on the other hand, is far behind. U. S. military men in South Korea have been asking for new, modern equipment to offset the military build-up in the north.

Now their request will be granted. Late last month, UN representatives met with North Korean officials at Panmunjom. The Reds were told that the armistice agreement signed in 1953 no longer holds. From now on, the UN forces in South Korea will disregard the ban on weapons and will build up their strength.

The United States will help. New jet planes, capable of carrying nuclear bombs, will be sent to South Korea. The First Cavalry Division, equipped with the latest in military weapons, will be moved from Japan to Korea. Should the communists decide to attack South Korea again, they will not find the UN forces unprepared.

## Mao's Speech

The free world is studying a speech by China's communist leader Mao Tse-tung. The address was given last February, but the text has only now been made public.

Experts say it is the most important statement to come from the head of a communist nation in a long time. They feel it is as important as the speech in which Russia's Nikita Khrushchev denounced the rule of Premier Joseph Stalin.

Among other things, Mao Tse-tung reveals that the revolution in Hungary last fall stirred up great unrest in China. He admits that many Chinese hoped for a similar uprising in their own country.

There have been strikes and other disturbances in China since the communists took over, Mao says. He and his colleagues have found it impossible to squelch the discontent—even with brutal methods.

The Premier admits there is a gulf between the communist leaders and the people of China—though he took pains to minimize the conflict. The leader of Red China says there must now be some free speech and discussion in his country. Of course, such freedoms must be kept within bounds, he adds.

Many people wonder why Mao Tse-tung chose to make the speech public. Some officials think he may be trying to put his government in a better light with the western nations by picturing China as a land with some democracy. They feel he is also trying to stake out a claim for leadership of the communist world.

Parts of a second speech given by Mao Tse-tung have also reached the outside world. In this address, Mao admitted that the communists killed 800,000 Chinese over a 5-year period. Evidently, Mao has not found it easy to turn China into a communist state.

The United Nations is making steady progress in its efforts to aid the world's handicapped citizens. Since the UN program began 4 years ago, scholarships and fellowships in rehabilitation have been granted to more than 200 persons from some 40 countries.



SKIN-DIVING MAY BE sport to you, but it's part of the day's work to these aircraft employees. Their job is to study submerged aircraft undergoing pressure tests in conditions similar to those found in high-altitude flying.



## Western Europe

(Continued from page 1)

postwar recovery. It helped, too, to check the spread of communism.

Now that western Europe is doing well, it no longer requires billions from us for building up factories and agriculture. In the next 12 months, U. S. aid to western Europe is expected to be about \$400,000,000. Barely 5 per cent of this sum will be for economic aid, which will go primarily to West Berlin, Yugoslavia, and Spain.

The big 95 per cent of the money spent in Europe will be for the con-

must walk as cautiously as a circus performer on a high wire. A slip in trade could wreck the new look of prosperity.

Mary Hill, a member of our staff, visited Britain during a European tour early this summer, and she has given us a report of what she saw.

"Food rationing—in force for 14 years during and after the war—was ended in 1954," Miss Hill reports. "There is plenty of food now. There are apples from the United States, oranges from Israel, peaches, avocados, eggs, bacon, beef, lamb, and other meats—items that were in short supply only a few years ago.

"All the foods are laid out in artistic displays that whet the appetite.

"New taxis are appearing on the streets of London. The old ones—which look a little like an American Ford of the late 1920's—are popular with young people. Teen-agers buy them, paint them in gay colors, and enjoy them much as do young Americans with old cars.

"The young set in Britain is fond of American popular music, and London cafés with jazz bands are often crowded. Rock-and-roll has caught on in Britain, too. It's not unusual in London to see young people with violins, bass viols, and other stringed instruments, which furnish music for get-togethers both indoors and out.

"British schools are much better than in prewar years, and new build-

Coal mines, steel mills, shipyards, automobile plants, and factories of all kinds are working at top speed. German salesmen are traveling to all parts of the world to sell their country's products. Newly built homes, factories, and hotels, and other structures may be seen throughout West Germany. There is almost no unemployment.

"The first thing I noticed in West Germany was that the highways are being repaired," Miss Hill says. "Once the best in Europe, the roads were damaged by military traffic during and after the war. So re-surfacing of many miles is necessary. Some new highways are being built to handle increasing traffic.

"In 1948, very few Germans had cars. If they did have cars, obtaining gasoline was difficult. Cars seem plentiful now. So are bicycles and motorcycles. Trains have improved. Some are modern diesels; others are powered by steam.

"Cities bombed during the war have been largely rebuilt. Frankfurt, a manufacturing city of over 500,000 population, has a complete new section of downtown business buildings.

"New houses are springing up throughout West Germany. Around Heidelberg, famous university city, many have huge picture windows and are in very modern styling. Many shop fronts in the cities have been modernized. Some grocery stores are adopting the self-service system, similar to that in American stores.

"Shops are full of lovely things. A few years ago, most Germans wore dark-colored clothing. Now light colors are popular, even for shoes.

"There is plenty of food. Restaurants are at a high standard, and offer lengthy menus. Most of the foods are German favorites, such as sauerbraten (pickled beef), red cabbage, and blue trout. American-type fried chicken and spaghetti are available in some restaurants.

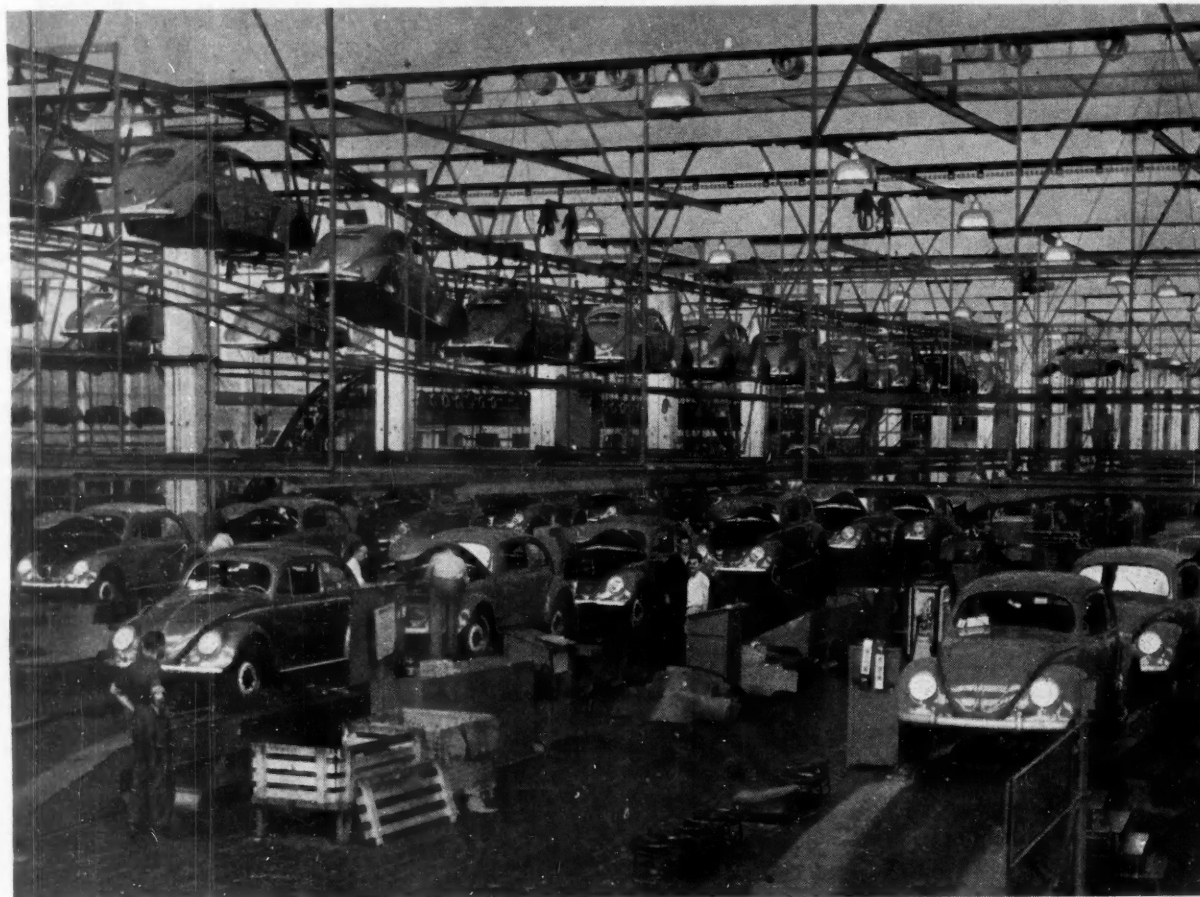
"All in all, I'd say the Germans are enjoying life. They can travel freely, and they enjoy walking, swimming, cycling, and mountain-climbing. They like going out evenings for dinner, a motion picture, a play, or the opera.

"Because of an ancient practice of a father dividing land among his sons, most German farms are quite small. On many, oxen are still used in the fields. Tractors and other machinery are being used where possible. I was told that some farmers are trying to work out agreements to combine small farms, so that machinery can be used more easily."

In France, factory output is about twice what it was before the war. New apartment buildings, offices, and stores are going up in various parts of the country. Railways, badly damaged during the war, are again in good condition. Food, almost all of it from France's fertile farms, is ample.

French businessmen are seeking more world trade with new products. One firm offers a jet helicopter. One automobile company, Citroen, makes a sleek new car with a hydraulic suspension system to replace springs, and numerous original gadgets. Another firm, Renault, makes a very small, streamlined car to compete with West Germany's Volkswagen.

Prices are high in comparison with wages, but most people seem to be getting along well. Almost everyone who wants to work has a job. Hundreds of thousands of the French are filling resorts this month, and other thousands will vacation in August.



FACTORIES ARE BUSY in most countries of western Europe now. An outstanding example is this plant in West Germany which manufactures the Volkswagen automobile. Many of these small cars are sold in the United States.

tinued building up of the defense forces of our allies.

Britain's recovery is the result of hard work and economizing in every possible way in the years since the war.

Factories had to be rebuilt. New machines were needed to modernize factories that were not destroyed by bombing. Markets had to be found for manufactured products, so that food and raw materials could be purchased.

With aid from the United States, Canada, Australia, and South Africa, Britain did rebuild. She regained old markets for her machinery and woolens. She is pioneering in the use of atomic energy for generating power to run factories. She is a leading producer of jet planes, both for military use and for passenger service. Some U. S. passenger lines now fly British-built turbojets.

Britain is finding stiff competition in her drive for world trade. She has lost a share of motor car markets, for example, in Europe and even in the United States. West Germany is taking over a big part of the motor business with the small Volkswagen, an economy car.

At present, Britain barely manages to make ends meet. The island nation

Food, including roast beef or lamb, is good and reasonable in restaurants. A lunch of roast lamb with potatoes and other vegetables costs around 70 cents in an average restaurant.

"Many more electrical appliances than in prewar years are available now. These include washing machines. The washers are expensive, however. An average worker probably would have to use all his salary for 3 or 4 months to pay for one.

"Television sets are costly, too, but they are popular. In areas where reception is good, just about every other family appears to have a set—even though only 1 TV station serves listeners in the average locality.

"More cars are on the road than at any time since the war. For a time after the war, almost all new cars were exported. Now the British people are being allowed to buy new ones. Used cars are in big demand, too. Bicycles and motorcycles are popular throughout England. In small towns, almost every teen-ager seems to have a bike.

"Parking is a problem in London. On nice days, main highways are packed by cars en route to seaside resorts. Thousands without cars use trains and buses, which offer special rates for excursions.

ings are in modern style. Courses are more varied than in the past, and high school students have a chance to learn trades. Grade school students are taught to swim, which was not a regular practice before the war. More fields for football and other games are being provided for students.

"Parks, with magnificent flower beds, draw the people of London and other cities. Boating on the rivers is popular during the summer, along with swimming, tennis, and cricket.

"In London and elsewhere, new buildings—hotels, business offices, houses, and apartments—are to be seen. Construction is still going on. It's still possible to see open squares, though; buildings which once stood on them were destroyed by bombing during the war.

"Britain seems to be increasing herds of sheep on farms. I understand this is being done because farmers can get better prices for meat and wool than in the past. Farmers are beginning to use more machinery and fewer horses in their fields. Many business firms still use horses for delivering milk and other goods, even in London."

West Germany is quite probably the most prosperous of the free nations of western Europe.



The French are fond of eating in restaurants. Many eat adequately in small cafés for 65 to 70 cents, or up to \$1.50. Those who can afford it may pay from \$5 to \$25, or even more, in expensive restaurants for luxury meals with from 3 to 7 courses.

"I rode across northeastern France from Switzerland to Paris in an excellent, fast diesel express train," reports Miss Hill. "As in West Germany and Britain, I was impressed by the number of cars in the streets."

"On the whole, though, Paris seemed to have changed little since I visited it in 1948. The ancient stone buildings and broad, tree-lined avenues look much the same as ever. Old men, wearing caps and puffing at pipes, still fish along the Seine River, which winds through Paris. Students wander along the river bank and choose books and old maps from sidewalk booths. I was struck by the number of men with a moustache or beard, both of which seem to be considered very fashionable now."

"There has been some new building, but it is not very apparent among the older buildings. Paris was almost untouched by bombing during the war, so it did not have the big reconstruction job that faced London and the cities of West Germany."

The recovery of Britain, West Germany, and France is the most outstanding in western Europe. In other lands, conditions vary.

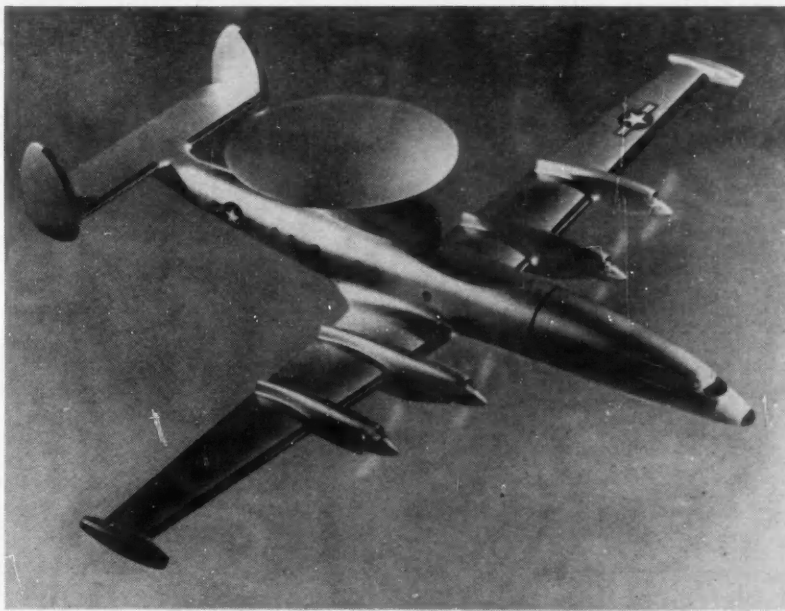
Switzerland and Sweden, for instance, managed to keep out of World War II and to keep industry going during the conflict. They were able quickly to resume normal trade after the war. These 2 countries have long had about the highest living standards in Europe, and they are continuing to prosper.

Norway, Finland, Denmark, the Netherlands, Belgium, Luxembourg, Iceland (which is considered a part of Europe), and Austria all felt the sting of war. Life in these countries is pretty much back to normal.

Italy, long a poor country, is still poor, but conditions are improving. The supply of food is the best Italy has had in many years.

Portugal and Spain are also poor, but improvements can be noted in the supply of food available. It is probable that these 2 lands are just about as well off as they were at the start of World War II. The Republic of Ireland, with plenty of food, is trying to develop industry and tourist trade to build prosperity.

—By TOM HAWKINS



THIS RADAR PLANE will expand our nation's aerial-warning system. As the model shows, a radar-equipped "parasol" atop the plane will sweep the skies for enemy aircraft. Plans for production of the new sky sentinel are under way now.

## Science in the News

SEVERAL scientists from the Smithsonian Institution have left on an expedition to the jungles of Central America. They will try to trap some of the jungle animals that live in the tropical trees to see whether any of them are carriers of Sylvan yellow fever.

This highly fatal disease is spreading rapidly through South America and Central America. It has been discovered that the blue mosquito is the carrier of the disease. What remains to be uncovered is whether one of the animals serves as an intermediary carrier and passes the disease on to other mosquitoes. If some of the animals can be trapped in the canopy of the jungles where they live, it might be a first step in controlling the disease.

First discovered 20 years ago in South America, the disease has been spreading northward a few miles each year. It has now reached Guatemala. A type of opossum which is one of the chief victims lives as far north as Texas.

Since this disease attacks man as well as animals, it is important to discover the source and then bring it under control as quickly as possible.

★

With the thermometer now going up to the 90's in most parts of the

United States, it hardly seems possible that icebergs are creating a problem for ocean liners crossing the Atlantic.

Off the coast of Newfoundland as many as 150 icebergs have been spotted in the past few weeks. This has been a bad year for icebergs in the North Atlantic. Coast Guard patrols tracking the huge blocks of ice have been exceptionally busy. Usually they are able to discontinue their services by June 15th.

Every 4 hours ships crossing the Atlantic report to the Ice Patrol any icebergs they have seen. Airplanes also fly out each day to check on the position of the bergs. Whenever a dangerous one is observed, a patrol boat is sent to the area to stand watch.

Ships have changed their routes a number of times to avoid the heavily congested areas of ice. Those heading for ports on the St. Lawrence River have had to proceed very cautiously.

One iceberg drifted as far south as Boston, Massachusetts. So far, there have been no accidents, but this is undoubtedly due to the thorough work of the Ice Patrol.

★

A French archeologist, Jean Perrot, has come across a beautiful collection of ivory sculpture buried in the Negev Desert in Israel. It had been covered for about 6,000 years.

Piecing together the traces that have been unearthed, it appears that the people who lived in this community near the city of Beersheba had a highly developed culture. They raised animals and farmed and developed a system for water conservation. Their houses were filled with objects of copper and ivory.

The architecture of their houses and buildings was well suited to the surrounding countryside. Some underground rooms were carved out of the high banks of earth. There were silos for the grains which were grown.

The little pieces of sculpture indicate that this civilization was very imaginative. The people were not afraid to change the proportions of a figure in sculpture if it added to the artistic enjoyment of the finished piece.

—By NANCY BLACKWOOD

## News Quiz

### Highway Program

1. What is the main feature of the new highway building program?
2. How many miles of state highways will be built or improved during the next dozen years?
3. How much will the United States spend on its new road-building projects? How will the money be obtained?
4. What changes will the new super-highways bring to our country?
5. Describe 3 road-building projects in other lands.
6. How does the United States rank in number of miles of roads?

### Discussion

1. What problems do you think the new superhighways may bring our country?
2. What action do you personally feel Congress should take on billboards?

### Western Europe

1. What are some of the easily seen indications of prosperity in the free lands of western Europe?
2. Tell something about problems that Britain, France, and Italy still face as living standards rise.
3. Briefly describe some of the changes in Britain, West Germany, and France since World War II.
4. Why is recovery in western Europe important to us?
5. Name 2 manufactured products which France hopes to sell profitably to other lands.
6. What is the principal sign that Italy is improving her living standard, although still a poor country?
7. Name 2 nations which kept out of World War II and are highly prosperous.

### Discussion

1. Do you think U. S. aid to western Europe, now considerably reduced, should be ended entirely? Why, or why not?
2. Should the United States buy more goods from western Europe to help increase that region's prosperity? Give reasons for your answer.

### Miscellaneous

1. Briefly describe the step toward self-government about to be taken in the Belgian Congo.
2. Outline the findings of a special United Nations committee in its investigation of the Hungarian revolt of last fall.
3. What development in the production of hydrogen bombs was recently announced by 3 leading U. S. atomic scientists?
4. Why is the United States helping South Korea modernize its military equipment?
5. What recommendations were made by the Commission on Government Security? Do you feel that these recommendations, if carried out, would help or hinder our government's fight against subversion?
6. Why are U. S. ground combat forces being withdrawn from Japan?
7. Tell something about how our system of highways developed over the years from early colonial times.
8. What is believed to be the reason for Red China's announced intention to withdraw forces from Tibet?

### Pronunciations

Brahmaputra—brā'mā-pōō'trā  
 Dalai Lama—dā-lī' lā'mā  
 Hwang—hwāng  
 Indus—in'dūs  
 John Diefenbaker—jōn dē'fēn-bāk-ēr  
 Joseph Stalin—jō'zēf stā'lin  
 Mao Tse-tung—mou dzū-dōōng  
 Mekong—mā-kōng  
 Nikita Khrushchev—nyī-kē'tuh krōōsh-chawf  
 Nobukazu Kishi—nō-bū-kā-zū' kē-shē  
 Salween—sāl'wēn  
 Yangtze—yāng'tsē



FRANCE IS PROUD of the jet planes it is producing. This passenger liner, the Caravelle, travels at 500 miles an hour in smooth, quiet flight.



# WEEKLY DIGEST OF FACT AND OPINION

(The views expressed on this page are not necessarily endorsed by the AMERICAN OBSERVER.)

**"The U. N. Needs Its Permanent Force,"** an editorial in the *Kansas City Times*.

The United Nations Emergency Force, assembled to deal with the crisis in the Near East last fall, is still on the job. That is good. It remains, however, only a temporary measure. And that is bad.

The UNEF is guarding the mouth of the Gulf of Aqaba and the Gaza Strip. It took up its positions as soon as the Anglo-French troops left the Suez Canal zone and the Israeli army retired behind the 1949 armistice line. The beneficial results are evident. Commercial ships can sail up the Gulf to Israel's port of Elath without risk of interference. And, although Egypt has taken over the administration of Gaza, guerrilla raids from the strip have not resumed.

Unfortunately, the temporary character of the UNEF underscores the danger of this situation. Ten nations participated in its organization. How long will they stand hitched when the immediate emergency seems to have ended? Egypt allowed foreign troops to be stationed on its soil as an emergency measure. Under such circumstances, how long will her "permission" endure?

It is against this background that Lester Pearson, the former Canadian foreign minister, has proposed the creation of a new UN force on a non-emergency basis. Its purpose would be not to fight, but to prevent fighting.

All members, except the great powers, would be asked to be prepared on call to supply troops. Model agreements would cover administrative costs and legal procedures. But ordinarily the force would be a paper organization, with a military adviser to the Secretary-General and a skeleton staff its only permanent elements.

This plan clearly deserves urgent study. Both the Korean and Egyptian crises have focused attention on the failure to carry out the articles of the UN charter which provide for such a force. The world cannot improvise on this theme indefinitely.

**"College Will Be Plenty Tough,"** an editorial in the *Richmond Times-Dispatch*.

With graduation exercises over for 1957, it seems important to emphasize



**UNLESS WE** begin planning now for playgrounds and parks, America's children may have too little room for play

once more the increasing competition for admission to this country's institutions of higher learning. The squeeze will become worse this fall, and steadily worse than that each fall for the next 15 years. Prospective students and their parents had better begin planning for the difficult days ahead.

Recently Lyle M. Spencer, president of Science Research Associates wrote in *This Week* that a terrific change has come over the problem of going to college. He summarized the change in this way:

Colleges are far harder to get into today than ever before.

It's far tougher now to *stay* in after you get admitted.

The value of a college education in the job world is much greater now than in the past.

Each of these statements is correct, and the sooner this correctness is understood by the public, the better. A lot of disappointments can thus be avoided.

How are the colleges themselves going to meet their mounting educational and financial problems? Replies to a questionnaire sent to 138 colleges and universities by *U. S. News & World Report* were summarized in its June 14 issue. Educational executives

proposed solutions centering around several major steps. One which was stressed is the following:

"Higher standards are going to be set as a means of holding enrollments down to capacity. Entrance requirements, already going up, will be raised even higher.

"Colleges will be far more selective in choosing students. Many students of the type who have been admitted in the past will be denied entrance in the future."

Other major steps proposed included: building more city and junior colleges; raising faculty salaries; trying TV classes; year-round sessions, instead of 9-month; and greatly expanding present facilities.

Such is the direction in which we seem to be traveling educationally in the United States. It's not only going to cost a huge amount of money to put these things into effect, it's also going to mean that any student who enters and is graduated from college hereafter must "get on the ball" from the beginning and stay there.

**"Let's Save Our Recreation Lands,"** an editorial by Walter H. Blucher in *Recreation*.

Few communities in America can boast adequate land for parks and recreation purposes. Few meet the rule-of-thumb standard of 10 acres per 1,000 persons, for many years considered the minimum requirement. The tragedy is that we are less likely than ever to acquire this minimum standard when we view the way land is being butchered in our suburbs.

A visit to any American community discloses a common pattern. Residential development is taking place in the outskirts of the community or outside its limits. Here school sites are either non-existent or hopelessly inadequate in size, parks have been almost entirely forgotten, and the playground is the exception rather than the rule.

It is hard to believe that today's large developments are taking place with no provision for recreation areas. While subdivision regulations cover such necessities as sidewalks and sewers, they are weak in requirements for

school sites and recreation areas. Developers and home buyers still do not realize that these are as essential to a proper community as the heating plant in the house.

One of the disheartening signs of the times is our failure to learn from the past and to save enough land for recreation purposes. Many communities have failed to acquire recreation areas until all available land was built up or too expensive. Throughout the nation, lands suitable for parks are being used for residential sites. Little is being done to retain such potential parks. We have failed to recognize the importance of recreation areas to the well-being of the community.

We are nearing the 4-day work week—and what will we do with our new leisure? If present trends in metropolitan areas continue, we will need a day to travel over congested highways to the shore or a lake 20 miles away, and another day to return. Thus, the 3-day week end will be occupied. Won't people want to use some of the time for leisure and recreation? Where will they find space except at distances far from home?

Then there is the competition for existing park and recreation sites. Want to build a new armory? What is more logical than to put it into an existing park? Need a new school near a playground? Move into the playground. After all, the schools are short of money—why not save the cost of the site? Short of money, yes. Short of intelligence, understanding, and foresight? Also, yes.

It is time we awakened to the fact that recreation is essential to the well-being of the people and the community. If we do not acquire park and recreation land now, there will be none left to acquire in the future.

Israel plans to settle 30,000 new immigrants on farms along her borders in the next 9 months. This is about 1/3 of the new immigrants expected to enter the country this year. Israel will recover the cost of settlement in increased farm production.



AMERICA'S COLLEGES, already overcrowded, are becoming even harder to enter